

Flight Plan

January 1998

Washington State Department of Transportation

Aviation Division

1998 Northwest Aviation Conference and Show Set

by Brian A. Holmes, Chief Pilot

The Washington Aviation Association, Federal Aviation Administration (Seattle FSDO), *General Aviation News & Flyer* and your Aviation Division are proud to announce our 1998 Northwest Aviation Conference and Show. The four sponsors worked hard to make this gathering a fun-filled, entertaining, and educational event. As we approach the 1998 show, I believe we have done it again.

We do learn from our mistakes. Last year we failed to expect 60 degree temperatures and sunny skies. At the airport, we were overwhelmed trying to accommodate all that flew in. This year, thanks to outstanding support from Crossings Aviation at Tacoma Narrows Airport, and

SpanaFlight and Mr. Bruce Thun, Airport Manager of Thun Field, we hope we have solved the problems. As we go to press, the schedule calls for shuttles between Pierce County Airport (Thun Field) and the show locations every half hour. Shuttle service from Tacoma

Scott Gardiner, Aviation Safety Program Manager from Seattle FSDO, has lined up another outstanding array of Sport Aviation Seminars. Saturday's events include the ever popular *Flying Companion Seminar* (pre-registration mandatory), sponsored by the 99's. For those who have combined the love of boating, swimming, and flying, the *Float Plane Seminar* will also be on Saturday.

Pat Stack will be presenting the same corporate/professional pilot seminar he used to do on behalf of Weyerhaeuser. Over the years, this program has been one of the most popular seminars. Also on Saturday, Alaska Airlines will be hosting "So You Want to be an Airline Pilot."

Sunday will see a seminar on *Ultralight Operations* and *Hot Air Balloon Operations*. You will note the schedule box in this issue for times, locations, and telephone contacts for the various seminars.

For information on the speakers in the main auditorium, located up the escalator from the main show, see the article on speakers in this issue. ▲

Narrows Airport is scheduled to leave Crossings Aviation approximately every hour, according to your needs and the weather conditions.

Again this year the conference will be held at the Western Washington Fair Grounds in Puyallup. **Show dates are Saturday, February 21st and Sunday, February 22nd.** Over 100 booths will anchor this year's show. Each year the demand for more vendors increases and this year we've tried to accommodate you. The display area will be open from 9:00 am to 5:00 pm on Saturday and 9:00 am to 4:00 pm on Sunday. There will also be static displays of aircraft, helicopters, and kit airplanes.

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1998 Flight Instructor Revalidation Clinics

Must be a Washington State registered pilot.

January 17-18, 1998
Tacoma
Executive Inn, Fife

September 12-13, 1998
Spokane
Airport Ramada Inn

November 7-8, 1998
Seattle
NOAA Auditorium,
7600 Sand Point Way NE

1998 Aviation Mechanics and A.I. Seminars

March 7-8, 1998
Tacoma
La Quinta Inn

March 14-15, 1998
Spokane
Airport Ramada Inn

1998 SAR Training and Education Opportunities

These are the opportunities scheduled as of November 3, 1997, all are subject to change. Check our home page at <http://www.wsdot.wa.gov/aviation> for updates.

DATE	COURSE	LOCATION
January 24-25, 1998	Mission Aircrew Course*	Vancouver, WA
March 7-8, 1998	Mission Aircrew Course*	Kennewick, WA
March 28-29, 1998	Practice Search & Flight Training	Kelso, WA
April 18-19, 1998	Mission Management Course	Kent, WA
<i>Prerequisite: Must have already taken Mission Aircrew Course.</i>		
May 16-17, 1998	Practice Search & Flight Training	Walla Walla, WA
June 5-7, 1998	Mountain Flying Clinic	Wenatchee, WA Wings of Wenatchee
June 26-28, 1998	Mountain Search Flying Clinic	Wenatchee, WA Wings of Wenatchee
<i>Prerequisite: Must already be a qualified Mission Pilot and have at least 475 hrs pilot time.</i>		
July 18-19, 1998	Mission Aircrew Course*	Everett, WA
August 8-9, 1998	Practice Search & Flight Training	Burlington, WA
August 29-30, 1998	Mission Management Course	Kennewick, WA
<i>Prerequisite: Must have already taken Mission Aircrew Course.</i>		
October 3-4, 1998	Mission Aircrew Course*	Spokane, WA
October 17-18, 1998	Practice Search & Flight Training	Wenatchee, WA Wings of Wenatchee
Nov. 21-22, 1998	Mission Management Course	Ocean Shores
<i>Prerequisite: Must have already taken Mission Aircrew Course.</i>		

* Bring to class a current Seattle Sectional and a plotter or straight edge.

You can register for the above classes by calling the WSDOT, Aviation Division at: 1-800-552-0666 or (206) 764-4131.

If you have any questions please contact F. E. MacSpadden at the above numbers.

Flight Plan

is an official publication of the Aviation Division of the Washington State Department of Transportation. It is designed to inform members of the aviation community and others interested in aviation, of local developments in aviation and aviation facilities and to keep readers abreast of national and international trends in aviation.

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DIRECTOR OF AVIATION
Bill Brubaker

AVIATION DIVISION STAFF
Randi Christenson • Brian A. Holmes
Jennifer Huang • Newell R. Lee Jr.
Cheryl Little • F.E. "Mac" MacSpadden
M. J. McIver • Theresa Smith • Ryan Zulauf

MAILING ADDRESS
WSDOT Aviation Division
8900 East Marginal Way South
Seattle, Washington 98108-4024

Phone: (206) 764-4131
Toll Free 1-800-552-0666 (in WA only)
FAX (206) 764-4001

Design by WSDOT Graphics: Gerry Rasmussen — 9712-1058 17M

Training and Education Opportunities Registration Form

To register for a training or education clinic, either complete and return this form to the Aviation Division or call toll-free 1-800-552-0666 (in Seattle, 764-4131). A confirmation notice will be mailed to you. Note: You MUST bring the confirmation notice to the clinic for admission.

I wish to attend the _____ clinic in _____ on _____

Name, as it appears on your FAA Certificate

CFI Certificate Number

Address

City

Day Phone Number

State/Zip Code

Date



Calling All Art Students!

It's that time of year again! We had a fantastic response to the 1997 Aviation Art Contest. Now, let's make 1998 even better and make Washington Number 1.

Sponsors

The 1998 International Aviation Art Contest is sponsored by the National Aeronautic Association, National Association of State Aviation Officials and Federal Aviation Administration, in cooperation with the Federation Aeronautique Internationale (FAI), to motivate and encourage young people of FAI-member nations to become more familiar with and participate in aeronautics, engineering and science. For more information, contact your local state aeronautics/aviation bureau.

This Year's Theme

Create a poster for *Air Sports in the Olympics*. The poster can include all types of sporting and recreational aeronautics including ballooning, gliding, parachuting, aerobatics, hang gliding, paragliding, microlight/ultralight flying, model aircraft, light aircraft and helicopter flying.

Awards

Entries are judged in one of three age groups, based on the contestant's age as of April 30, 1998: (I) six to nine years old, (II) 10 to 13 years old, or (III) 14 to 17 years old.

In each state, entries judged best from each age group are selected as the state's first-place and runner-up winners. Winners receive a certificate and recognition from their state. Each state's first-place winner advances to the national competition in Washington, D.C., where a first-place winner and two runner-ups are selected from each age group.

National winners receive a certifi-

cate, ribbon, framed photograph of their entry and a professional work of art from the American Society of Aviation Artists. The national first-place and runner-up winners from each age group advance to the international competition at Federation Aeronautique Internationale (FAI) headquarters. International winners receive a certificate and a gold, silver or bronze medal.

Requirements


- Persons between the ages of six and 17 (as of April 30, 1998) may participate in the contest. Relatives of employees or officials working for FAI and FAI-member organizations are eligible to participate.
- Entries must be created on paper no larger than 11 3/4 by 16 1/2 inches.
- Any combination of the following mediums/techniques are acceptable: color crayons, water-color painting, acrylic painting, oil painting, indelible marker pens, felt-tip pens, soft ball-point pens, indelible ink and similar indelible mediums. *Use of pencils, charcoal and other non-permanent mediums is not permitted.*
- Computer generated art will be a separate category for the United States only. This artwork and the

original art entries will be judged separately. State winners for each category will compete on the national level. All deadlines and requirements, except paper size, are the same as for the original artwork entries.

- Entries must be postmarked by **February 6, 1998**. Send all entries to the WSDOT Aviation Division.
- Entries will not be returned. The FAI retains sole copyrights to reproduce award-winning artwork. Any entry may be displayed/reproduced in publications and promotions by FAI sponsors.

Contestant's parent, guardian or teacher must certify the authenticity and integrity of each entry. (National judges issue certificates of authenticity for winners advancing to international competition.)

Artist's name, age, home address, school and school address must be **printed legibly** on the contest registration form below, and the form must be affixed securely to the back of the artwork (form may be photocopied). Artist's name also must be printed on the back of the artwork.

Use scissors to cut out the registration form below. Complete and mail in by deadline date. 

1998 International Aviation Art Contest Registration Attach to the back of the artwork

Artist's name: _____ Age (as of April 30, 1998): _____

Address: _____

City / State / Zip Code: _____

School: _____

School Address: _____

City / State / Zip Code: _____

School telephone number: (____) _____

I certify this is ☐ original or ☐ computer generated artwork of: _____

Signature: _____

(☐ Parent ☐ Guardian ☐ Teacher)

Staff now can "fly" the Internet

Aviation Division now has E-Mail Addresses

Every member of the Aviation Division is now accessible by electronic mail. Here is our directory of who is responsible for what and the appropriate e-mail address. Since a portion of our staff are field personnel they might not always be able to respond right away. This is an opportunity to leave a written message for the employee of your choice.

Bill Brubaker

brubakb@wsdot.wa.gov

Bill is the Aviation Division Director, so if you need a response from the top, this is the address for you.

Malcolm "Mac" J. McIver

mciverm@wsdot.wa.gov

As the division's Program Manager, Mac is responsible for management of the 16 State owned/operated airports. Additionally he is in charge of the financial grant program granting aid to publicly owned airports. He is also one of the Search and Rescue duty officers.

Newell R. Lee

leen@wsdot.wa.gov

Newell handles the division's budget and finance, contract administration, and purchasing. He also helps out in technical assistance programs such as airport markings on the runway, etc. He is also one of the Search and Rescue duty officers.

Brian A. Holmes

holmesb@wsdot.wa.gov

Brian is the Chief Pilot. He also handles Aviation Enforcement, Pilot Safety and Education, and

several of the Aviation Division publications (like *Flight Plan*).

Cheryl Little

littlec@wsdot.wa.gov

Cheryl serves as the Confidential Secretary to the Director. In his absence, she is always a good point of contact. She is also responsible for processing state employee requests to pilot aircraft as well as aircraft dealers.

Randi Christenson

christr@wsdot.wa.gov

Randi is the Aircraft and Airman Registration Program Manager, so if you have questions about registering aircraft, or registering as an airman, she is your contact.

Theresa Smith

smithtl@wsdot.wa.gov

Theresa is the division's Planning Program Manager and is responsible for community planning, the new encroachment legislation, airport master plans, and obstructions to navigation lighting and marking.

Floyd "Mac" MacSpadden

macspam@wsdot.wa.gov

Mac is the Search and Rescue Coordinator for the division. Actual search and rescue missions, as well as search and rescue training, are supervised by Mac. Naturally he is also a Search and Rescue duty officer.

Ryan Zulauf

zulaufr@wsdot.wa.gov

Ryan is the division's Aviation Planner. So if you have a planning or obstruction to navigation question, this is another contact.

Jennifer Huang

huangj@wsdot.wa.gov

Jennifer anchors the front desk. You want to register for a course, get something mailed out, have her relay a message to a staff member then this is the contact point. ▲



Washington State
Department of Transportation

Aviation Division E-Mail Addresses

Here are the e-mail addresses listed again in a format for those of you who want to clip and save:

Bill Brubaker

brubakb@wsdot.wa.gov

Malcolm McIver

mciverm@wsdot.wa.gov

Newell Lee

leen@wsdot.wa.gov

Brian Holmes

holmesb@wsdot.wa.gov

Cheryl Little

littlec@wsdot.wa.gov

Randi Christenson

christr@wsdot.wa.gov

Theresa Smith

smithtl@wsdot.wa.gov

Mac MacSpadden

macspam@wsdot.wa.gov

Ryan Zulauf

zulaufr@wsdot.wa.gov

Jennifer Huang

huangj@wsdot.wa.gov

Awarding Winning Light Program Gets a Face Lift

Aviation Division Fosters New Technology

The Methow Valley State Airport will soon be the first general aviation/community airport to be equipped with the latest in threshold lighting technology, that until now has been limited to the larger commercial airports. While "inset" lights are nothing new, their application to general aviation and community airports has been too costly, according to Bill Brubaker, Director of the Washington State Department of Transportation's Aviation Division. "The FAA-approved threshold inset lights can run between six and eight hundred dollars each, and that times twelve for each airport can be "pricey". We can purchase and install the lights for about \$250.00 each," he said.

The Aviation Division's Mac McIver, who manages both the State Airport Aid Program and the state owned airports, approached officials at Multi-Electric Corporation of Chicago several years ago suggesting a less expensive inset light design that could be applied to smaller community airports, which don't receive Federal dollars to improve their airports. Meanwhile during a runway reconstruction project on the State airport at Winthrop, it was discovered that the traditional edge lights would not work, which gave the inset lighting project more urgency. According to McIver, the inset lights have been manufactured and are expected to be installed at Winthrop this coming spring.

"The hardest part of developing the new lights," McIver said, "was controlling the color. Threshold lights are red on the runway side and green on the approach side

and we needed to find prisms that wouldn't change color with a change in temperature."

While the State Airport at Winthrop will be the first general aviation/community airport in the nation to use the inset threshold lights, it is expected other small

airports will benefit from the availability of the lights through the State Airport Aid program. In the meantime, McIver plans to request the FAA add the inset lighting to its list of airport equipment approved for funding under the Federal Airport Improvement Program. [▲](#)



The standard elevated design (left) and the new general aviation inset design.

Flight Note:

Taken from the Washington State Section of the
1949 National Airport Plan:

*"The sod airfield is the source of strength,
not only of the aviation industry, but of
sound preparedness and air supremacy."*

Good Guys Selected

by Brian A. Holmes, Chief Pilot

The aviators of Washington state responded enthusiastically this year when we asked who the good guys were. Final selection was made by a committee of Aviation Division staffers. This year we had approximately 100 nominations, and it was a challenge to choose just *one* in each category. It is nice to see so many people are working hard to earn your respect and appreciation. Thank you for taking the time to nominate those who deserve recognition.

Here are the candidates that were selected:

Certified Flight Instructor – Elmer Hansen

Search & Rescue Award – Jeff Sharp, Tacoma Mountain Rescue

Airport Manager – Penni Loomis, Deer Park Airport

Avionics Technician – Not awarded this year

Airport of the Year – Moses Lake Municipal Airport

Mechanic of the Year – Brian Barth, Regal Aviation

FBO Award of Excellence – Mid State Aviation, Ellensburg

And, our most prestigious award, for the individual making a significant contribution to all of aviation:

Aviator of the Year – Dave Sclair
Co-Publisher, *General Aviation News & Flyer*

Please plan on joining us at 10:00 a.m. Saturday, February 21, 1998 at the opening ceremonies of the 15th Annual Northwest Aviation Conference and Show. At this time, we will publicly recognize the outstanding contribution that each have made to aviation in Washington state. Each of these individuals deserves your respect and admiration.

Again, a special thanks to those of you who took the time to write your very nice letters of recommendation. [Δ](#)



Northwest Aviation Conference and Show

This Year's Speakers are Very Exciting

by Brian A. Holmes, Chief Pilot

Thanks to you, the aviation community, we have another outstanding line up of featured speakers for this year's conference and show. I say thanks to you, because it is you – the aviation enthusiast – who turns out rain or shine. From our humble beginnings at the Red Lion Hotel in Bellevue in 1983 to this year's show, we have grown and your support has grown. You make it exciting and fun for people like Phil Boyer and the rest. Here is the schedule for the main auditorium for the 1998 show. *Please note the speakers are listed in the order they are going to appear.*

Saturday, February 21st

10:00 AM

We will be kicking off the festivities with the presentation of the "Good Guy" Awards. The Aviation Division will be presenting the awards we've listed in this issue (see page 6). Joining us on stage will be Scott Gardiner, Aviation Safety Program Manager, of the Seattle FSDO. Scott will be presenting the two awards the FAA gives out on a statewide basis each year. The two FAA awards are mechanic and CFI of the year.

10:30 AM

BOB JACKSON, National Weather Service, is currently assigned to the Seattle Air Route Traffic Control Center in the Weather Advisory office. If you're scratching your head because the name sounds familiar, it is. Bob, who has been forecasting weather since 1965 is a familiar face to Washington

state pilots. He has been a staple of our Certified Flight Instructor Revalidation Program for years. Bob has been a featured speaker at the aviation safety seminars conducted under the leadership of Scott Gardiner and was a featured speaker for the February 1995 Northwest Aviation Conference.



Bob Jackson

We asked Bob to return again this year because now we are all dealing with METAR & TAF's. After 30 years of flying, I was just getting comfortable with surface observations (SA) and terminal forecasts (FT) and somebody switched things around. In between playing his banjo, Bob will show you the ins and outs of METAR and TAF. I've always found weather confusing, but somehow when Bob presents the weather, it all becomes clear.

Bob has an extensive background, earning a BS degree in Meteorology from the University of Utah. He cut his observation teeth with the Naval Weather Service. In 1975, he reported to the National Weather Service office in Seattle. Then in 1991, he was transferred to

the Seattle Air Route Traffic Control Center as the Meteorologist in Charge.

In 1989, Governor Booth Gardner signed a letter and plaque recognizing Bob Jackson for his years of dedicated *volunteer* service to the aviation community.

1:00 PM

PHIL BOYER, president of the 325,000+ Aircraft Owners and Pilots Association, has made the conference an annual pilgrimage. In all our surveys, he is the one you ask for time and time again. If the general aviation community had to name one person who has a reputation for looking out for us, it's Phil Boyer. Phil has earned widespread respect, both in and out of government

and is the one person who seems to get the attention of the news media in times of catastrophe to make sure the general aviation receives a fair hearing.

Aviation changes ever



Phil Boyer

Continued on next page

Northwest Aviation Conference and Show

This Year's Speakers are Very Exciting... Something New, Something Familiar

so rapidly. It is for that reason that the aviation community wants Phil to make this annual visit. Pressure to close airports around the country, product liability, user taxes, navigation programs, new GPS approaches are just a few of the "hot topics" that Phil and the AOPA have and continue to tackle.

To find out what's happening, what's good, what's bad, and more importantly what you can do about it, plan on being on hand to welcome Phil Boyer. On January 1, 1998, Phil will be celebrating his 7th year as president of AOPA. He is considered by many to be one of the most effective leaders and managers in the aviation community. Phil Boyer makes it happen. Equally important he draws on his media background to be able to communicate to you what's happening.

Prior to assuming the helm of AOPA, he had been the creator and prime reporter on ABC's *Wide World of Flying*. *Wide World of Flying*, available on a quarterly basis, started in 1987 and introduced Phil to pilots around the world. Prior to that, he held other positions in television, including vice president and general manager of ABC Television's flagship stations WABC in New York and WLS-TV in Chicago.

Welcome back Phil, and thanks for caring about and sharing yourself with the aviation community of the northwest.

2:30 PM

NANCY LYNN is equally at home upside down, sideways, right side up, inside loop or outside loop. Aerobatics is the name of the game. We had to beg to get her out of her Extra 300L, a world class aerobatics monoplane, but she agreed to come down long enough to share her love of aerobatic flying.

If you've ever had the desire to yank and bank, to find out what it is like to go upside down, inside out, weightless, or pulling seven G's, then this is the place. Nancy also flies her Extra 300L as an advanced category competitor in International Aerobatic Club competitions throughout



Nancy Lynn

the country. She has been featured on television news and in magazine articles, and serves as president of Lynn Aviation,

Inc. She has partnered with LoPresti Speed Merchants in the development and marketing of drag-reducing speed modifications of light aircraft.

Nancy has been a featured speaker for the famous AOPA CFI refresher clinics and her love of aviation is infectious. She tells you why she does it, and explains how to do it. For those who prefer the more mundane flying you should know that she does fly, (reluctantly), right side up, cross country with husband Scott and 9-year-old son Pete in the family Piper Lance.

4:00 PM

Batting clean up on Saturday afternoon is the Ken Griffey, Jr., of Aviation Safety, **BRUCE LANDSBURG**, Executive Director of the AOPA Air Safety Foundation. The topic for this year's presentation is "Safety in High Density Airport Operations."

Although the topic may be high density operations, we've all witnessed runway incursions and close encounters even at the small, non-towered airports. Bruce will discuss in detail how to fit in and "live" in this environment, how to handle runway incursions, and how to make sure you aren't the incursion. He'll deal with clearances, both IFR and VFR, and what to look for, and what to expect. As a part of this series, he'll delve



Bruce Landsburg

into avoiding close encounters. Bruce is very knowledgeable and his presentations are always enjoyable. More importantly, they really drive home the safety message in words that you and I can understand.

Bruce came to the post of Executive Director of the AOPA Air Safety Foundation in May of 1992. From this lofty perch, Bruce supervises all of the foundation's activities such as publications, training videos, and special education projects. He has proven to steer a steady course, whether it be a review of the Piper Tomahawk's stall spin characteristics or his dynamic and courageous presentation on landing at uncontrolled airports. His aviation career has now spanned almost a quarter of a century. His career has included stints at Cessna Aircraft, Flight Safety International and *Flying Magazine*. As a Gold Seal Flight Instructor and holder of the coveted ATP with over 5,000 hours of flight experience, he speaks from personal knowledge. He loves aviation and his presentations show it.

WOW!!! That concludes Saturday. Get a good night's rest because Sunday we start all over again!

Sunday, February 22nd

11:00 AM

JOYCE (*I promised her top billing*) **AND JOHN PROCTOR** start off Sunday with a tale of the South Pacific that even James A. Michener would envy. As all great adventures do, this one started with a dream. In March 1992, the Proctors purchased a 1954 Gruman Albatross (HU-16C). With the help of many friends, over 5,000 hours of volunteer love were invested in the rebuilding of this aircraft. The inside of the aircraft would compare very favorably with any modern motor home. Only this one visits continents and countries instead of states.

Upon completion, these modern day explorers traveled a 35,000-mile odyssey that took them to Mexico, Canada's British Columbia and Northwest Territories, Alaska, Russia, Japan, Okinawa, Philippines, Australia, New Zealand, Vanuatu, Fiji, Western Samoa, American Samoa, Christmas Island, and Hawaii. The aircraft has also been displayed at Oshkosh.



Joyce and John Proctor

Not only did they have fun, they experienced trials and tribula-

tions the average pilot cannot even imagine. Think of facing arrest in Russia, due to crossing the international date line, you arrive a day early. If that's not enough to get the pulse rate up, imagine being over the Sea of Japan, gas running low, and it's a dark and stormy night (authors of the world, forgive that line, but it's true).

Joyce is one of only two female pilots in the U.S. certified to fly the Albatross. She's a commercial pilot with SEL/S, MEL/S, and is instrument rated. For business, she flies a Cessna Turbo 210 about 250 hours a year.

John is approaching his 35th year of flying with over 5,000 hours in the log book. He holds ATP SEL/S and MEL/S. John is also an A&P and is listed as the mechanic for the aircraft. When lifting that heavy Albatross becomes too much, he lightens the load by flying gliders. I don't know what one would do with it, but John also holds a Russian pilots license with fixed wing and rotorcraft endorsements.

This dynamic young couple have an exciting story to tell. For those who enjoy living this type of adventure vicariously, you'll experience a dynamite video. The restoration and journey are captured in a scenic and informative one hour video entitled "The Boat in the Sky." We have made arrangements for them to have a table in the show area where they will be available all weekend.

Continued on next page

Northwest Aviation Conference and Show...

1:00 PM

ED HUBER, Publisher and Editor for *Mountain Pilot Magazine*, leads off the afternoon session. If you live in the west and you love flying, you must also love



Ed Huber and his North American T-6

mountain flying. Ed brings his vast experience to fruition in a presentation he calls *"The Adventure, Challenge, and Enjoyment of Mountain Flying."* The presentation includes discussion of mountain destinations that await the pilot. He will also entertain questions on piloting technique, dealing with mountain weather, density altitude, and aircraft performance. I don't necessarily mean to steal from Radio Shack, "but you've got questions, he's got answers."

Imagine, if you will, earning your living by flying and visiting magnificent mountain country and mountain airports. If you're Ed Huber, you don't have to imagine, you live it. If that's not enough of living a fantasy, imagine that your personally owned aircraft is a North American T-6 (if you're Navy, it was an SNJ, and if you're Canadian, it was a Harvard). When not wheeling around the mountains in the

T-6, he drives a DC-3. Some guys just have all the luck.

Ed became the Publisher and Editor of *Mountain Pilot Magazine* in July 1994. Many will remember it by its former name *Wings*

West. His flying background also includes a stint as director of a large flight school (25 aircraft, 400 students) and 27 years in the Air Force. His Air Force career saw

him perform as a jet instructor and fighter pilot to commander of a major U.S.A.F. installation. He retired as a Colonel. He serves as the Backcountry Airstrip Committee Chairman for the Colorado Pilots Association (WPA – he's a good man to talk to). He is a member of the Experimental Aircraft Association of Sports Aviation, Experimental Aircraft Association of Warbirds, AOPA, North Americans Trainers Association and Airpower West. He has promised to have samples of his colorful, delightful, and educational magazine.

2:30 PM

DR. WARREN S. SILBERMAN, Manager of Aeromedical Certification Division of the FAA and **DR. PETRA A. ILLIG**, Airman Medical Examiner, team up for the final session of this year's conference. Because of the importance of their topic and the recent dramatic changes in medicals, we wanted them to be able to field as many questions from the audience as they could. Since they are the last presenters, there is no pressure to stop the question and answer session.

Changes have been abundant over the last couple of years. There is a new three-year medical if you're under 40. Insulin dependent diabetics now have the potential to fly again. Blood pressure, cardiovascular problems, hearing, color blindness... the list of affected areas is almost unlimited. Of course, the medical is our key to continuing to do the thing we love.



Dr. Warren S. Silberman

This year, we go right to the horses mouth. Dr. Silberman recently replaced Dr. Audie Davis as the Manager of the Aeromedical Certification Division of the FAA. Quite simply, that means he's the *top doc*. If all else fails, he is the deciding factor on whether or not a special issuance

medical certificate is issued. The aeromedical staff at Oklahoma City works for him. He certainly

Continued on page 12

Northwest Aviation Conference and Show

Saturday's Schedule

9:00 am	Show Opens
10:00 am	FAA & Washington State Awards Presented
10:30 am	Bob Jackson – <i>METAR/TAF</i>
1:00 pm	Phil Boyer, AOPA President
2:30 pm	Nancy Lynn – <i>Aerobatic Flying</i>
4:00 pm	Bruce Landsburg, AOPA Air Safety Foundation – <i>High Density Airports</i>
5:00 pm	Show Closes

Sunday's Schedule

9:00 am	Show Opens
11:00 am	John & Joyce Proctor – <i>Flying The Boat</i>
1:00 pm	Ed Huber, Publisher/Editor, Mountain Pilot Magazine – <i>Adventure, Challenge, and Enjoyment of Mountain Flying</i>
2:00 pm	Dr. Warren Silberman, Manager, Aeromedical Certification Division, and Dr. Petra Illig, Airman Medical Examiner – <i>Changes In The Medical</i>
4:00 pm	Show Closes

Sport Aviation Seminars

Saturday's Schedule

Puyallup Fair Grounds/State Patrol Building:

All Day:

Flying Companion Seminar

Sponsored By 99's.

Pre-Registration Is Mandatory.

Contact Susan Pal at (206) 364-5711

Puyallup Fair Grounds/Tradeplex Bldg.

(Formerly Antonne's Restaurant)

1:00 - 5:00 pm

Float Plane Operations

Contact George Johnson at (206) 722-2474

Best Western Park Plaza, Georgian Room 620 South Hill Dr., Puyallup

All Day:

Professional Pilot Seminar by Pat Stack.

For more information, call (425) 227-2880

Best Western Park Plaza, Carlton Room

All Day:

So You Want To Be An Airline Pilot.

Put on with the help of Alaska Airlines

Sunday's Schedule

Puyallup Fair Grounds/State Patrol Building:

All Day:

Ultralight Operations

For more information, call (425) 227-2880

Best Western Park Plaza, Georgian Room 620 South Hill Dr., Puyallup

All Day:

Hot Air Balloon Operations.

For more information, call (425) 227-2880

The Best Western Park Plaza is located in the South Hill area, approximately 3 miles south the fairgrounds.

Northwest Aviation Conference and Show – Contact Telephone Numbers

The Northwest Aviation Conference and Show is produced by a partnership of government and private enterprise. We're proud of the show. We want you to know who is responsible for what, and whom to contact if you need additional information.

Show: The Show is produced and managed by the Washington Aviation Association, a non-profit organization of members who earn their living in

aviation in the Northwest. Contact for show information is Gerry Gross at (253) 588-6098.

Sport Aviation Seminars: Contact, coordination, and selection is handled by the Seattle FSDO office of the FAA. The point of contact here is Scott Gardiner, Aviation Safety Program Manager, at (425) 227-2880.

Advertising, Promotion, & Public Relations: Preparing our press releases, advertising, show program and assorted PR responsibilities are handled

by the *General Aviation News & Flyer*. Point of Contact is Ben Sclair, General Manager, at (253) 471-1911, Extension 310.

Speaker Selection and Scheduling: The WSDOT Aviation Division is responsible for this area. Point of contact is Brian A. Holmes. Call him at 1-800-552-0666 in the state, or (206) 764-4131 out of state.

Northwest Aviation Conference and Show...

brings the background necessary to the job.

Having just celebrated his 48th birthday, he earned his D.O. degree at the College of Osteopathic Medicine and Surgery in

that being able to fly in and take your physical. She's home grown having earned her medical degree from the University of Washington Medical School in 1981. Ironically that's the same year she earned her pilots li-

cense. Yes folks, an Airman Medical Examiner that truly understands our love of flying. Dr. Illig continues to practice her medical specialty – Emergency Medicine. She holds single engine land and sea, and oper-



Dr. Petra A. Illig

Des Moines, Iowa. An M.P.H. Degree came from the University of Texas Health Science Center in Houston. During his long and distinguished career in medicine were assignments as the Chief of Department Medicine at Ft. Rucker, Alabama (U.S. Army), as well as Deputy Commander for Clinical Services at Ft. Rucker. Still serving in the Army, he became Commander of the Bliss Community Hospital at Ft. Huachuca, Arizona. He was appointed to his present position in June 1997.

Joining Dr. Silberman on stage will be noted local physician Dr. Petra A. Illig of Kent. Dr. Illig is a senior Airman Medical Examiner (AME) and practices her aviation medicine from her home on Crest Airport. Imagine

ates her experimental tail wheel aircraft.

This is one session you should definitely put on your must list. It's a rare opportunity to bring the head doc and a local AME together. This is your chance to ask questions, to get answers, to find out if you're facing a potential medical problem, and how to afford yourself of every opportunity to continue your flying.

I ask you, is that not some line up for this year's show? I can tell you we are very proud of it and know you will enjoy your visit with us again this year.

Master of Ceremonies

One final note is the Master of Ceremonies position. For many years Jeff Renner of KING-TV has graciously performed so ably in this position. Jeff finally asked to "retire" from this post so that he could spend more time with his family. A tremendous job has been done by Jeff, and he will be missed.

With Jeff's retirement, we asked our own Aviation Director – Bill Brubaker – to assume the position. Old, and I mean old-timers, will remember Bill from his days of anchoring the KOMO-TV (Channel 4) news. Bill also has been the voice of the Paine Field Air Show as well as the Museum of Flight shows. Bill very graciously accepted the position, but cannot do it this year.



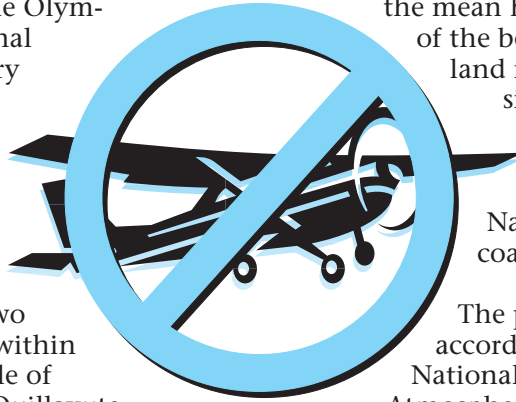
Brian Holmes

Therefore, Bill will commence these new duties at our 1999 show.

In the meantime, our chief pilot, **BRIAN HOLMES**, is very proud to fill in "just this once." I hope you will join us. ▲

Coastal Marine Sanctuary is a No-Fly Zone

In case you haven't noticed... there's a no-fly zone along the coast of Washington. It was established over two years ago as part of the Olympic Coast National Marine Sanctuary Act. The act, which established the sanctuary, prohibits the flying of motorized aircraft below two thousand feet – within one nautical mile of Flattery Rocks, Quillayute Needles or Copalis National Wildlife Refuges, or within one nautical mile seaward from the



coastal boundary, without a permit. It should be pointed out the restriction applies to an area over water only, including the mean high tidal area of the beaches, but no land mass. However similar restriction exists for the Olympic National Park coastal strip.

The problem, according to the National Oceanic and Atmospheric Administration (NOAA), which administers the sanctuary, is noise and what they say is its adverse

effects on wildlife. And the higher you go, the less noise. The 2,000 foot restriction was chosen to be compatible with existing restrictions for flying over sensitive areas, such as wildlife refuges.

The permits to fly below 2,000 feet in the Sanctuary are issued by the Sanctuary office in Port Angeles. According to George Galaffo of the Sanctuary Office, there is no formal permitting process, a letter of intent with when, where and for what purpose is sufficient to begin the process. Search and rescue activities are exempt in the act and as yet no penalty schedule has been formalized, nor is there an indication when it might be. ▲

Bill's Column

Who's Airspace Is it, Anyway?

"Seattle Center, this is November 6374 Tango on 113.9"

"Roger 6374 Tango... say destination."

"6374 Tango, we're headed for the Washington coast, the Copalis area."

"Roger... eh, be advised as your present course will take you over the Olympic National Park, you'll have to contact the National Park Service on 114.5. Have a good day!"

"National Park Service, this is November 6374 Tango... on a flight from Seattle to the Copalis Beach area. Do you have a flight advisory?"

"Roger, 6374 Tango, the airspace over the park is restricted. Do you have a permit, sir?"

"Negative that....!"

"Sorry 6374 Tango without a permit you'll have to avoid overflying the park. Be advised, you can get a permit by simply writing us a letter explaining the purpose of your flight, its course and destination. The letter should be submitted several weeks in advance, so as to have it processed by the time of your flight."

"Roger, NPS, turning south to avoid the overflight."

"6374 Tango, this is NPS, suggest you contact Federal Communications Commission on 117.4, as you're altered course will take you into their airspace

and the vicinity of a four thousand foot tower. Thanks for contacting NPS, have a nice day."

"FCC, this is 6374 Tango, on 117.4."

"Roger 6374 Tango, we have you on radar. Suggest to alter your course to 195 degrees to avoid contact with tower guide wires. They're unmarked, unlighted and not on the charts."

"Roger."

"6374 Tango, upon leaving FCC airspace, contact the Olympia Coast National Marine Sanctuary on 124.3."

"OCNMS, this is 6374 Tango, requesting permission to enter your airspace below 2000 feet."

"6374 Tango, this is OCNMS, state reason for request."

"Roger, OCNMS, we'd like to land!"

"6374 Tango, unless you have a permit, unable to approve!"

"@#%*\$#&±@#."

"Boeing Ground, permission to taxi to hangar!"

Sound ridiculous? Think about it!

Bill



Progress Report

Protecting General Aviation Airports From Incompatible Land Uses

by Theresa Smith, Airport Planning

The Aviation Planning section within the Division is charged with developing and implementing the encroachment technical assistance program identified in Senate Bill 6422. Now referred as RCW 36.70.547, the land use encroachment program has received overwhelming response from cities, counties, ports and airport sponsors since its passage seventeen months ago. In cooperation with the Department of Community, Trade and Economic Development (DCTED), the program helps foster airport preservation and the preservation of safety.

Present application of the law is based on safety data from the National Transportation Safety Board and 14 CFR Part 77 (Height Hazards). The NTSB statistical data indicates a significant trend for aircraft accidents concentrated at an airport's runway end to five thousand feet. The safety data and Part 77 serve as a guide to the encroachment program in identifying possible situations of reduced safety and potential incompatible land use development.

For example, the technical assistance program would find proposed school development, residential development, hospital and nursing home development adjacent to an airport an incompatible land use or land uses with large concentrations of people. Should the technical assistance program find proposed development as incompatible due to the reduction of safety based on the NTSB statistical data, the liability of risk may increase and may affect

the project's liability insurance.

Program Implementation

Development of the encroachment technical assistance program is identified in four areas: General Technical Assistance, Best Practices Handbook development, Comprehensive Plan Review, and Technical Outreach.

General Technical Assistance

The primary function of the technical assistance program is to provide technical guidance to our customers through advocacy. Requests for assistance continue to increase at an accelerated rate. A large percentage of requests for assistance relate to facilitating communication between airport sponsors and neighboring communities. Our emphasis to bridge communication linkages, where gaps exist, is intended to encourage a cooperative spirit between local governments and airport sponsors to work through issues.

Preservation of Safety

Bridging communication between communities and airports has led to informed land use decision making around airports and an increased preservation of safety. Since June 6, 1996, the Aviation Planning/DCTED team has worked with the following communities regarding proposed development within areas of reduced safety:

- Blaine
- Boeing Field
- Colville
- Clark County
- Chewelah
- Ephrata
- Everett/Paine Field

- Friday Harbor
- Kennewick
- Kittitas County
- Okanogan
- Spokane International
- Spokane - Felts Field
- Spokane - Fairchild
- Skagit County
- Shelton
- Yakima
- Vancouver

Best Practices Handbook

In providing information assistance and easing the burden of program implementation on cities, counties and airport sponsors, we are preparing a "best practices" handbook to serve as a desktop reference. Individual handbook chapters will be released upon completion and the entire handbook is scheduled to be available Spring/Summer 1998.

Comprehensive Plan Review

In relation to Senate Bill 6422, we have completed comprehensive plan reviews for those submitting communities including the City of Auburn, San Juan County, City of Anacortes, Town of Friday Harbor, City of Shelton, City of Ephrata, City of Yakima, Yakima County, Skagit County, City of Sunnyside, City of Tumwater, City of Ellensburg, Kittitas County, City of Port Angeles, City of Kennewick, and the City of Burien.

Technical Outreach

In partnership with the DCTED, we plan to conduct outreach workshops for cities, counties and airport sponsors about the program to foster informed decision making. ▲

SAR News

Non-Distress ELT Signals

by F.E. "Mac" MacSpadden, SAR Coordinator

Approximately 98% of the ELT signals we track down and silence each year are of a non-distress nature. In most cases a little care, such as monitoring 121.5 before shutting down, by the aircraft owner would eliminate the necessity for these types of searches. We recognize a percentage of these incidents will happen due to circumstances such as heavy winds, moisture and equipment failures. A small number of incidents are caused by EPIRB's, the marine version of the ELT. Which in nearly all cases are caused by careless handling and ignorance to the way they are activated. There will always be a small number of signals created by careless handling of ELT's outside the aircraft, such as the unit which had set on a garage shelf for approximately 9 years before it was accidentally activated by a new owner of the garage, who did not know what an ELT was. If the owner of the ELT had been a little more responsible and taken the ELT with him, removed the battery or destroyed the unit, there would have been no search.

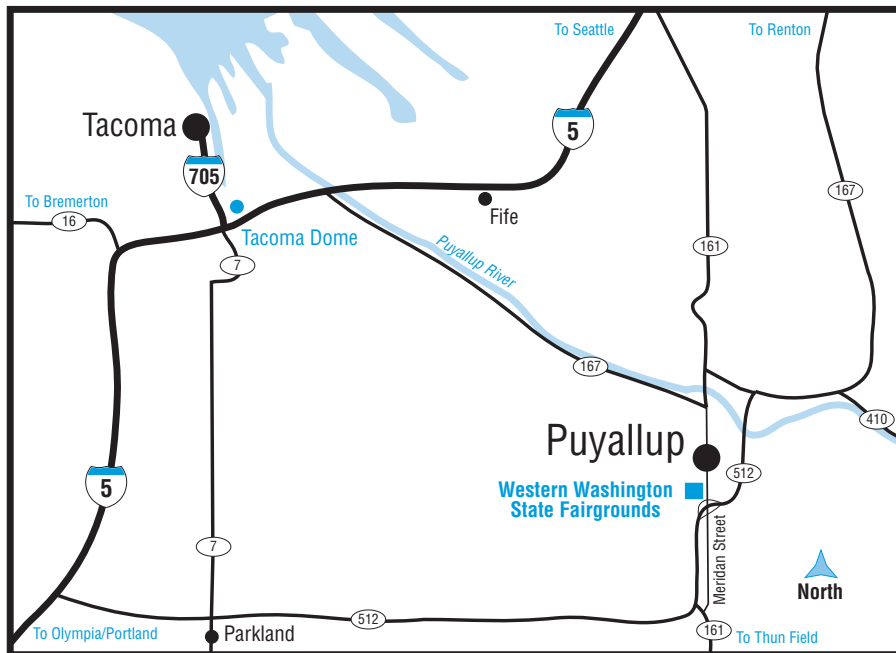
My point in all this is that if you are the owner of an ELT or EPIRB, whether it is mounted or not, it is your responsibility to see that it is only activated in an emergency. However, a little care at the end of each flight by checking 121.5 before shutting down the aircraft, would assist in eliminating these non-distress signals. I would also ask that if you land and in checking 121.5 hear a signal that is not your own, that you advise this office. During working hours it is a toll free call at 1-800-552-0666. After hours and weekends you would have to call the WSDOT

radio dispatch at (206) 440-4490 to contact the aviation division duty officer. The money saved by following the above procedure can be used for additional training, which will make us that much more prepared for when an actual emergency exists.

Things To Watch For:

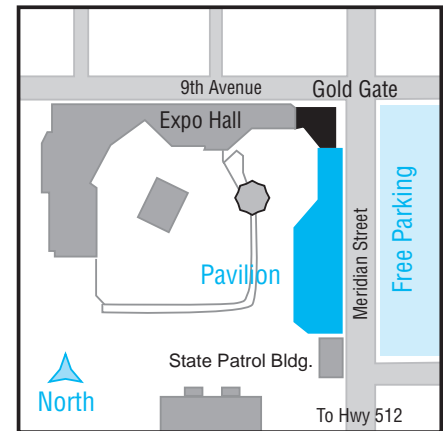
- SAR registration cards start to expire May 1998.
- Are you a mission pilot? Have you sent a copy of your medical, BFR, pilot license and state registration to the state aviation SAR department? If so, have you sent updates to the department as you got your new medical and state registration?
- First class of 1998 on January 25-26 in Vancouver. ▲





Maps to Puyallup

Use this map and fair layout as a guide to finding the 1998 Northwest Aviation Conference and Show on Saturday, February 21st and Sunday, February 22nd.



**Hope You Had A Wonderful
Holiday Season
and
May All Your Flying For The
New Year Be Safe!**

*Happy
New Year*

**Washington State
Department of Transportation
Aviation Division**
King County Int'l Airport / Boeing Field
8900 East Marginal Way South
Seattle, Washington 98108-4024

